GOVERNMENT OF MADRAS. Sect. II-28.—60,000—31-10-50.

P. W (1952-9) Department.

To be retained

(19)

Endorsement
~~D.O.~~
Memorandum
Lodged.

No. 4798 J/49-22

Dated 30-1-1952.

Close

DW 30/1/52

FURTHER PAPERS.

CRE 11 of 30

Department.	Number.	Series.	Date.
			15-7

FOR MYSORE STATE

SECRETARY TO GOVERNMENT
12 NOV 1949
PUBLIC WORKS DEPARTMENT
4778

MEMORIAL.

PRESENTED BY

THE VILLAGE RECONSTRUCTION COMMITTEE AND OTHER RYOTS OF SOUTH KANARA.

HON'BLE THE PREMIER
NOV 1949
GOVERNMENT OF MADRAS

THE HON'BLE PREMIER OF THE MADRAS GOVERNMENT

and

THE HON'BLE MINISTER FOR AGRICULTURE.

Dear Sirs,

We, the undersigned wish to urge the following matters before you for your kind consideration during the deputation that will wait upon you. We have noted the points in brief outline so as to enable you to know the subjects of our demand.

1. GOVERNMENT AID FOR TEMPORARY BUNDS:

We urged before the Hon'ble Minister for Public Works, how our District could co-operate with the government in carrying out the 'Grow More Food Drive," if government could give aid to villagers, for constructing temporary bunds. We learn that the District Collector has recommended the grant of Rs5/- per acre of land on which additional crop will be raised. We urge before you the need for passing orders on the recommendation urgently. Since submitting this Memorial we have receive orders of Govt. sanctioning the scheme for which we are depply grateful.

2. PROCUREMENT OF RICE after December, will prevent a lot of wastage of rice because the practical experience of ryots has shown that the grains do not set immediately after harvest and paddy has to remain stored for sometime for this purpose. Rice prepared before December cannot be stored because it deteriorates rapidly. The ryots also suffer loss of straw, husk and bran, all of

which particularly will be explained to you verbally. The present procurement order provides for the delivery of four instalments from 15th November to 31st December. This should be altered to commence only after 31st December. Since submitting this Memorial we learn that orders have been passed by Govt. that a cut of eight annas should be imposed for non-delivery on due date. We request that this cut should be restricted only to deliveries made after the date fixed for the last instalment.

3. PROCUREMENT FROM TENANTS must be only of surplus rice and not of the whole of the rent rice as it is done now whether the tenant has enough rice left for his requirements or not. This question also will be explained to you at length in person. It has been resolved upon accordingly by the South Kanara District Food Council ~~and~~ to procure only the tenants' surplus and early orders are awaited on this matter.

4. HIGHER RATIONS for agricultural labourers is not only a necessity but also an inducement for their working earnestly and enthusiastically on the farms to help the government in its "Grow More Food Campaign."

5. PUMPS & CATERPILLAR TRACTORS:- A liberal supply of pumps and Caterpillar Tractors is an essentiality for the ryots of this district, if they are to produce more to make the province self-sufficient by 1951. Our fields all over the District may be made to yield an additional crop, if only water could be bunded up and lifted by means of pumps, and ploughing operations simplified and quickened by the use of Caterpillar tractors and bull-dozers employed for ploughing hill-tops.

6. EXPERIMENTAL FARMS on a very small-scale, so as to comprise only a tenants' holding but located in many places will help the cultivators to learn and practice

the new agricultural methods rapidly. This subject will be explained at length during the interview. At these farms the raising of fodder and processing of silage could also be demonstrated.

7. POULTRY UNITS may be installed in Mangalore in the Veterinary Hospital and in other suitable centres like the Kumbla Firka, Moolky Village Reconstruction Centre and at Kaniyar Village Reconstruction Centre and elsewhere in the District, wherever there is convenience. The ryots of this District are fond of rearing fowls and their enthusiasm could be utilised for rearing good breeds of poultry for increasing the supply of eggs to our markets. Milk and eggs form an essential supplement to diet for growing children and particularly at a time of food scarcity in the Country an increase in milk and eggs will be very helpful.

8. COMMUNAL LANDS reserved for cattle grazing and green leaf are now being sought by political sufferers and other special interests and this should not only be severely discouraged but stubbornly refused in the interest of the ryots.

9. GURPUR RIVER BAR which opens automatically once in some years, in ancient times used to be kept open by villagers and only after the advent of the British rule it has been prevented as would be evident from a reference to the Collector's records. The existence of the sand-bank opposite the mouth of the river is responsible for the complete inundation and loss of

the principal first crop over an area covering from ten to twenty thousand acres up-stream as far as and even beyond Gurpur Town. The yield of the first crop forms two-thirds of the total yield on any field in a year. Instead, these submerged lands are now cultivated only for the second-crop. If this bar is opened, we are sure, the district will become self-sufficient in food without any further effort and as such this matter should be examined and undertaken without delay.

10 We thank you for having given us a patient hearing to all the demands we have placed before you.

Dated: 25-10-1949.

Yours faithfully,

M. Ramakrishna Punja,
Secretary, Village Reconstruction Committee,
Mulki, S.K.

Dr. P. P. Mallya M.L.A — Mangalore.

H. Narayana Rao. Secretary, V.I Association — "

M. K. Basappa. Govt. Contractor, Mulki — "

M. Mahalingappa Shetty. Kaup — Udipi

M. S. Mogral B.A; Mogral. Kumbla. — Kasargod

J. C. Bhandary; — Kumbla.

M. Amrithakrishna Rao; — Manjeshwar

A. R. Shereef. — Kumbla

President Panchayat Board
Angadimugeru

Mahalinga Bhat; Parthaje; Kumbla. Kasarg

A. A. Shereefe "

V. Krishna Rao; Managing Treasler S.V. Temple. Mulky Mangalo

Gopalacharya. Tokur; Hale-Angady "

Shamber Malli Krishi Shiromani Panja. Hale-Angady "

K. P. Basee Shetty. Manal "

K. Padmanabha Alva — K. Padmanabha Alva — D.B. Member. Surfaser "

B. Rajeeva Bhandary — B. Rajeeva Bhandary; Bail "

M. Padmanabha Shetty — M. Padmanabha Shetty "

Marappa Alva "

B. Jagannath Rai — B. Jagannath Rai; Secretary V.R. Centre; Kaniyeer Pettur

K. Ajithappa Punja; Surfaser. M'glore

K. Ganapayya Shetty — K. Ganapayya Shetty; President V.R. Committee. Kaarkal Udipi

Channaraya Samanthi

Mainida H.G.C

P.W.D.(J

Memo No 4798 J/49-3d 17-1-50.

Sub: Irrgn. S. Kanara Dt. - Opening of Gurupur river bar

Ref: Govt. Memo No. 4798 J/49-1 P.W.d 16.11.49

The C.E., P.W.D. is requested to expedite the submission of his remarks called for in the Govt. memo cited

17.1.50

16/1/50.

(41705/49)

PUBLIC WORKS DEPARTMENT.

From Sri
A.R. Venkatachari, B.E.,M.I.E.(Ind).,
M.Am.Soc.C.E. I.S.E.,
Chief Engineer for Irrigation,
Chepauk, M a d r a s.

To the Secretary to Government
Public Works Department.

Letter No.5986/49 B-3 dated 1-2-1950.

Sir,

Sub:--Irrigation - South Kanara District - Opening of Gurupur river bar.
Ref:--Government Memo No.4798 J/49-3 dated 17-1-50.

....

The Government reference has been referred to the Superintending Engineer, Coimbatore Circle for remarks and they are awaited. On their receipt, a reply will be sent to the Government.

L.Sundaram 2/2/50

For Chief Engineer for Irrigation.

L.K.1-2.

P.W.D(J) 1/2/50.

A.R. Will 10.3.50

6/2/50

6/2/50

The South Kanara District Advancement Association,

THE DISTRICT COLLECTOR,
PRESIDENT.
A. B. H. DICKSON, Esqr.,
& RAO BAHADUR N. M. ADYANTHAYA, B.Sc.(Edin.),
VICE-PRESIDENTS.
RAO SAHIB P. R. RANGANATHA-PUNJA, B.A., B. L.,
& SRI T. M. ARANHA,
JOINT SECRETARIES.

RAMA BHAVAN.
CODIALBAIL.
MANGALORE, S. KANARA.

From

Sec'y. W
Mgbe academic
& Examiner
W.B
8/2

6th Feb. 1950.

660
9.50

To The Hon'ble Sri. M. Bhaktavatsalam,
Minister for Public Works,

Dear Sir,

I learn that one of the matters contained in the memorandum given to you in our deputation when you last visited Mangalore, Viz the opening of the bar for the Gurpur river, with a view to facilitate the Grain Moore Food Campaign, is now under enquiry by the P.W.D.

The Executive Engineer P.W.D. met the Post officer Mangalore to enquire what he has to say in the matter and he was told that the authorities of the Post office at Madras will be addressed, as there is already a Scheme under their contemplation also to open that bar and the work may be taken on hand within the next six months.

I am addressing this letter to you so that no time may be lost in this matter. If the work is to be begun by the Post office people after six months, it would be after the monsoons. The same work taken up in April or May will further our cause of helping the Grain Move

Jaad campaign.

We had stated in our memorandum that about 20 to 25 thousand acres of wet lands are submerged under water for the first crop on account of the bar and if it is kept open during the monsoon, at least, a lac of maunds of rice crop can be raised on such lands. It is not at all an exaggerated figure. Some the mouth of the Gazipur river to a distance of nearly 20 miles up the river, on either bank. The first crop is not raised because of floods. The Executive engineer's enquiry into this matter also confirms this statement. The bar spares twenty thousand acres, is estimated at an average of 1,000 acres, on both banks, per mile of the river's length. This is quite a modest estimate. In fact it will be more.

Further the Executive Engineer told me that the cost of opening the bar may be only Rs 19,000/- Even this could be further reduced by electing the Co-operation of the villagers/farmers who will be benefited by it. I have told the Ex. Engineer that I would try to help him in this matter by organising meetings along the line if he also will be present.

In these days of Jaad & cancelly I hope you will kindly give some consideration to this matter and contact the Presidency Post Officer at Madras & see if the work cannot be begun in April this year. Mr. Bhadurjee was the Presidency Post officer some years ago. He was at one time Post officer in Mangalore

Yours sincerely
H Krishnamachariar

2 drafts

110 VII / 20.2

Receipt

P.W.D. (J)

Letter No. 4798 J | 49-4 d 17.2.50

To,

Sri. P.R. Ranganatha Punja, B.A.B.L.
Rama Bhavan,
Codial bail, Mangalore
S. Kanara

Sub. Progn - S. Kanara Dt. Opening of Guruppur river bar

pp 11-12 c/ Ref: Your letter d. 6.2.50 to HH (PW)

I am directed to acknowledge receipt of your letter cited and to state that the matter is receiving attention

16.2.50

16/2/50

P.W.D. (J)

Memo No 4798 J/49-5 d 17.2.50

Sub: an on plant

—

A copy of the letter dated 6.2.50 from Sri P.R. Ranganatha Punja to H.H. (P.W) is forwarded to the C.E.P.W.D (Jooga)/P.P.O [in continuation of Govt Memo No 4798 J/49-1 P.W. d 16.11.49] for very early remarks.

pp 11-12 cf

pl nf

18/2/50

17.2.50

To, Answer

The C.E. P.W.D
Jooga. Branch
with copy of pp 11-12

The P.P.O.
with copy of pp 11 & 12

P.W.D. (J) 11

Memo No 4798 J/49-6 P.W. d 11.3.50

Sub: Irrign - S. Kanara Dt - Opening of Guruppur river bar.

Ref: From the C.E.P.W.D lr No. 5986/49 B3 d 1-2-50
Govt Memo No 4798 J/49-5 d 17.2.50

Govt Memo No 4798 J/49-5 d 17.2.50.

The C.E.P.W.D / P.P.O. is requested to expedite the submission of his remarks on the above subject.

From
M.Balmforth,Esq.,
Presidency Port Officer,
P.B.No.13,
Madras-1.

To
The Secretary to Government,
Public Works Department,
Madras.

No. 82 & 44 50-1 dated, 29--3--1950

Sir,

Sub.- Irrigation - South Kanara District - Mangalore Port - Opening of Gurpur river bar.

Ref:- Government Memo No.4798 J/49-5, P.W. dated 17-2-50.

I beg to enclose herewith a copy of my Memo No.675 G1/50-2, dated 9-5-50 to the Port Officer, Mangalore and of resolution No.VIII, dated 14-5-50 of the Port Conservancy Board, Mangalore thereon and to suggest that in view of this resolution of the Port Conservancy Board, the Chief Engineer, (Irrigation), P.W.D., may be asked for his opinion.

Yours faithfully,

M.Balmforth

Presidency Port Officer.

Copy of Memo No.675 G1/50-2, dated 9-5-50 from the President Port Officer, Madras, to the Port Officer, Mangalore.

Irrigation - South Canara Dt. - Opening of Gurpur river bar - Government Memo No.4798 J/49-5 P.W. dated 17-2-50 and this office endt.No.675 G1/50-1, dated 6-3-50.

In continuation of this office endt.cited, it is suggested that owing to the great necessity to grow more food which in th case would be about 20,000 tons, a channel to the sea might be cut about six miles north of the port where the River first makes a right angled bend to run parallel to the shore. The effect on the port would be considerably minimised and the clay boats for the tile factories could continue to use the backwate which would be tidal.

The views of the local Port Conservancy Board on the above suggestion may please be obtained and forwarded to thisoffice at an early date.

Resolution No.VIII of the meeting of the Mangalore Port Conservancy Board held on 14-3-1950.

Read Presidency Port Officer's Memorandum No.675 G1/50-2, dated 9-3-50 regarding the opening of 'Gurpur' river bar to facilitate the Grow More Food Compaign of the banks of the river.

"The Board recommends the proposal, provided the technical expert opinion is taken and considered that it will not harm the port.".

(True copy)

Presidency Port Officer.

THE KANARA CHAMBER OF COMMERCE,

MANGALORE SOUTH INDIA.

TELEGRAMS: "CHAMBER"
TELEPHONE: 128

P. O. Box No. 109

Date 1st April, 1950.

4-APR 1950
PUBLIC WORKS DEPARTMENT

The Presidency Port Officer,
Madras.

ASSISTANT SECRETARY TO GOVERNMENT II
J 1747
4 - APR 1950
PUBLIC WORKS DEPARTMENT

Sir,

Sub:- Opening of the Bar of the Gurpur.

I enclose a copy of a letter received by this Chamber from the Port Officer, Mangalore and our reply thereto.

I ~~learn~~ that at its meeting held on 14-2-1950, the Port Conservancy Board passed a resolution to the effect that it had no objection to the River Gurpur being diverted out to sea at a point north of Sultan's Battery, provided expert opinion agreed that such a diversion would not affect the Port adversely. This Chamber is in full agreement with the text of that resolution.

The Chamber realises the urgency of the need to increase the country's food resources and is prepared to support any scheme which has this end as its ~~aim~~ aim. But the Chamber also realises the equally great need to conserve and improve the Port of Mangalore and is anxious that all proper steps are taken to preserve the present waterways in the Port and to improve, rather than lessen their value as means of communication. The fact that in the past, disputes have arisen between the agriculturists on the one hand and the Bunder merchants on the other hand, whenever the ryots of the neighbourhood attempted to take unilateral action in this matter of re-opening the bar of the Gurpur is admitted by the Secretary of the South Kanara District Advancement Association and this fact is clear evidence that even in those old days practical experience had indicated that attempts to interfere with the regime of the river are fraught with danger to the Port. Such danger can, of course, be neutralised by proper engineering precautions and the Chamber is anxious that the fullest enquiry be made before any action is taken.

In view of the importance of this question to the mercantile and industrial community, I request that you will kindly keep the Chamber fully informed of all developments. I shall be glad to hear from you in this matter.

Thanking you,

Yours faithfully,

(V.S.Kudva)
PRESIDENT.

Copy to: The Secretary to the Government of Madras,
ic Works Department, Fort St.George, Madras.

Memo No. 4798 J/49-7 d 10.4.50.

Sub: Jorgn.- S. Kanara Dt — Opening of Gurupur river bar

Ref: From the Presidency Port Officer, No 828 Gl/50- d 29.3.50.

From the Kanara Chamber of Commerce, letter d. 1-4.50.

pp 1.1-19 cf

pp 21-23 cf

Copies of the letter cited are forwarded to the C.E.P.W.D in continuation of Govt Memo No. 4798 J/49-5 d. 17.2.50 for early remarks.

pp 17-19 cf

pm cf

6/4/50

6.4.50

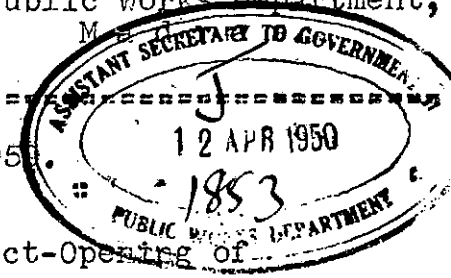
6/4/50

To,
The C.E.P.W.D.
Jorgn. Branch
with copy of pp 17-23 cf

(47985/49)

From Sri
A.R.Venkatachari,B.E.,M.I.E.(Ind),
M.Am., Soc., C.E., I.S.E.,
Chief Engineer for Irrigation,
Chepauk, Madras.

To
The Secretary to Government,
Public Works Department,
M[illegible]



Letter No.5986/49 B.6 dated 5-4-1950.

...

Sir,

Sub: Irrigation-South Kanara District-Opening of Gurupur river bar.

Ref: Government P.W.D. Memo No. 4798 J/49-6 dated 11.3.1950.

The report called for from the Superintending Engineer, Coimbatore Circle on the above subject is still awaited. He is being reminded to expedite it. On its receipt, the Government reference will be replied to.

for Chief Engineer for Irrigation.

8/4/50

P.W.D. (J)

R. till 23-5-50

17.4.50

17/4/50

P.W.D.(J)

Memo No 4798 J/49-8 d 24.5.50

Sub: Boogn. S. Kanara Dt - Opening of Gurupur river bar

Ref: Govt Memo No. 4798-J/49-7 d. 10.4.50
From the CE PWD. lr No. 5986/49 B6 d 5.4.50.

—

The CE PWD. is requested to expedite the submission of his report on the above subject

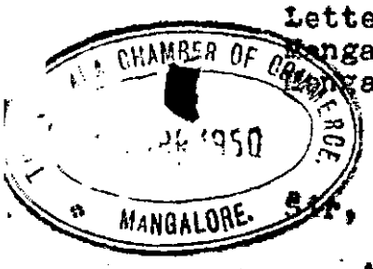
24/5/50

23.5.50

To,
The CE PWD
Boogn Br

23/5/50

Letter No.316/50-1 dated 6-2-1950 from the Port Officer, Mangalore to the President, Kanara Chamber of Commerce, Mangalore.



Sir,

Irrigation- South Kanara District- Gurpur River- Opening of a bar- Information requested.
Ref:- P.W.D.Endt.No.4622 J/49 dated 5-11-49 and letter No.2867 dated 1-2-1950 from the Executive Engineer, South Kanara Division.

On a representation made by Sri R.Ranganatha Punja of the South Kanara District Advancement Association, Mangalore, there is a proposal of opening a new outlet to the sea for the 'Gurpur' river about a mile to the North of Sultan's Battery to help in discharging the flow during the floods from June to August and in relieving submersion of valuable land to an extent of nearly 20,000 acres upto and beyond Gurpur town. At present due to flood havoc the first crop of paddy which is the major crop is not raised. Normally the second crop cultivates only 1/3 of the total yield of any field but on account of the deposit of silt during the flood a little better yield is obtained in these fields.

If the above proposal is accepted, there is a suggestion to safeguard the interests of boat traffic to Bunder by building some embankments to keep water level in the channel between 'Netravathi' and 'Gurpur'. Please therefore offer your views on the proposals as early as possible.

Sd. .....
Port Officer.

Reply dated 8-2-1950 from the Honorary Secretary, The Kanara Chamber of Commerce, Mangalore, to the Port Officer, Mangalore.

The Port Officer,
Mangalore.

Sir,

Sub:- Irrigation- South Kanara District- Gurpur River- Opening of a bar- Information- furnished.
Ref:- Your letter No.316/50-1 dated 6-2-1950.

***

With reference to your above letter, the Chamber has already submitted a scheme for the development of Mangalore Port, which includes the damming of the Backwater at Sultan's Battery and the opening of a new mouth for the River Gurpur north of the Battery. These two steps will both ensure sufficient water for boat-traffic and prevent the annual flooding of the lands between Kulu and Gurpur town.

The Chamber is of opinion that the mere provision of a new mouth for the River Gurpur, without at the same time carrying ou the other measures referred to in the Chamber's memorandum dated 16-9-49 will do irrepairable harm to the port by removing the present check exercised on the River Netravati. Once the buffer-action of the current of the River Gurpur is removed, the waters of the River Netravati will have a tendency to flow into the Backwater, as in the past, with consequent danger of breaches in the sandspit. The Chamber, therefore, considers that the only safe action to be taken is that suggested in its memorandum dated 16-9-49 namely, the damming of both the Rivers(at the Lighthouse and at Sultan's Battery) the opening of an Entrance Channel acros the Sandspit, and the re-opening of the old mouth of the River Gurpur north of Sultan's Battery.

Yours faithfully,
Sd/.....

HON.SECRETARY

Extract from the note submitted to H.M.(P.W.) by the Port Officer, Mangalore on 27-4-1950.

The Opening of a Bar in the River Gurpur Near Thannirbavi Village Proposed By Sri P.R. Ranganatha Punja on behalf of the South Kanara District Advancement Association in order to prevent the flooding of Lands Along the Gurpur River in the Interest of the Grow More Food Campaign.

(a) EFFECT OF OPENING THE GURPUR BAR:- The Port at Mangalore ~~Netravati and Gurpur~~ is formed by the rivers Netravati and Gurpur which have a common outlet to the sea. The effect of this is that the bar at Mangalore maintains itself by natural means at a depth of 9 feet. There are slight fluctuations, but 9 feet may be considered as an average constant. This depth is normally greatest at the close of the monsoon flood and generally shows some deterioration by the commencement of the next monsoon. We may assume, therefore, that the combined flood waters of the two rivers have a scouring effect which results in deep water of about 27 feet at the gut, i.e., where the two rivers actually flow through the sandspit, and that this depth decreases to about 9 feet half a mile seawards at which point there is the least depth of water, referred to as the 'BAR'. Thereafter sea depths increase, conforming to the normal contours of the coast.

Ordinarily, the depth of the bars of the smaller rivers on this coast do not exceed more than about 5 feet. For instance, the bar of the Beypore river (Calicut) is about 5½ feet, and on the smaller ones they are considerably less. It will be seen therefore, that Mangalore is favourably placed in regard to the depth of the bar. This is an important factor, as it allows of the entry of large sailing vessels into the smooth water of the river to enable them to load or discharge cargo. It may be stated here that the cargo traffic at Mangalore from vessels which cross the bar is very considerable. The actual figure for exports and imports is 1,34,578 tons and 1,59,402 tons, respectively, and the total figure for the port, including steamers, is 3,26,238 tons which figure constitutes sailing crafts traffic. coastal steamer traffic and foreign steamer traffic.

I consider it is necessary to stress here that the depth on the bar at the port of Mangalore is maintained by natural means and therefore it may be reasonably contended that any interference with the flow of water will have the effect of reducing that depth. The alternative is to deepen the bar by artificial means, which will necessitate the provision of a deep sea dredger. There are no such dredgers in any of the minor ports of the State except Tuticorin. The present dredging equipment of this port is as follows:--

(i) Cutter Suction Dredger with a dredging frame 14 feet in length having 12" suction and a maximum out-put of 150 cubic yards an hour. This is a dredger designed for working in smooth waters and is incapable of working in an exposed position at sea.

(ii) Grab Dredger with the bucket capacity of ¾ of a ton on approximately 20 cubic feet. The output of this dredger is very limited and it is incapable or working in an exposed position at sea.

The only large sea-going dredgers in the State of Madras are at the Major Ports of Vizagapatam, Madras, and Cochin. The dredgers at Vizagapatam and Madras are fully occupied. The ~~actual-work-in-terms-of-hours~~ dredger at Cochin,* however, is not fully occupied. The actual work in terms of hours dredged per annum is not known but it is assumed to be about 2 months actual working. To this may be added one month for maintenance purposes which means that, normally, the dredger may not be required for more than say half of possible working time (outside estimate) This dredger, if made available at Mangalore, can cut the bar to any required depth and be back at Cochin within two months

*~~The Lord Illingdon~~

Alternatively, the dredger at Tuticorin, though smaller, could be used at Mangalore for the same purpose but would take longer to do the work. It is my opinion that the pooling of dredging assets constitutes a very important factor in port development, and the matter is worth pursuing through official channels.

While on the subject of dredging, the present cutter dredger of this port is capable of dealing with the inside problems and the Tuticorin dredger is capable of dealing with any bar problems whichmay arise as a result of cutting an opening in the Gurpur River for irrigational purposes, as has been afore mentioned.

In conclusion it may be mentioned that the proposal to convert Mangalore into an all weather port is already under active consideration and is held in abeyance only pending the result of the experiments to be undertaken at the Research Station in Poona. Should these experiments prove as successful as it is hoped that they will be the plan envisaged for Mangalore is to provide a new entrance channel at an alignment roughly about 2.4 miles northwards of the existing entrance and further, by the bunding of the present backwaters on the northern and southern sides, to provide a smooth water basin and separate outlets for the rivers Gurpur and Netravati. This provision of a separate outlet for the Gurpur in itself solves the irrigational problem, with which we are now confronted, and it may therefore be considered that the experiments at Poona deserve to be expeditiously conducted in order that the problems with which we are now confronted may have an early solution.

Extracts from the welcome address presented by the Kanara Chamber of Commerce to H.M.(P.W.) and H.M.(Agri.) during their visit to Mangalore on 24th April 1950.

OPENING OF A BAR TO GURPUR RIVER.

We are aware that this is being pressed on in the interest of Grow More Food Campaign. The Secretary of the District Advancement Association has already alluded to earlier attempts of the agriculturists and opposition of the Merchants in the last part of the last century. A haste, therefore, without proper investigation may cause quite unexpected complications and result in harm being caused without advantage. Our scheme for the development of Mangalore Port includes the opening of the bar for Gurpur. We feel whether the opening of the bar is not entirely dependent on the Development of Mangalore Port. While we are anxious that Grow More Food Campaign should be encouraged, we desire that the Government should make thorough investigations and expert consultations before the opening is decided independently of the development of the All Weather Port.

Minutes of H.M.(P.W.)

This may be examined in P.W.D. and in the Port Department. It is pointed out that it has large G.M.F. value that suitable arrangements for dredging will meet the objection of the Port Department.

True Extracts

K.V. Narayanaswami
Superintendent
7 Sections.

P.W.D.(J)

Please see the extracts on pp 29-31 above.

The matter has already been referred to the CE and he was last reminded on 24.5.50. His reply may be awaited till 25.6.50.

This may be filed.

5.6.50

5/6/50

6.6.50

J Section.

p 28 ante.

Government of Madras

Copy of the Extract of the Memorandum Presented by the District Advancement Association, South Kanara, to the Hon'ble Minister for Public Works and the Hon'ble Minister for Agriculture

xx xx xx

OPENING OF THE GURPUR BAR:- We thank you for the action you have been taking and the investigation you have caused to be made regarding the opening of the Gurpur bar during the monsoon in order to enable the ryots on either side of the Gurpur river to raise the first or yenel crop over a distance of not less than 20miles. We estimated it roughly as 20,000 acres, but more accurate figures available with the Revenue Department disclose that about 7200 acres of land are affected by the flooding of Gurpur river during the monsoons and a first crop is not raised on them as a consequence. These accurate figures leave out of account the possibilities of bringing under cultivation new lands on the banks of the river for fear of floods as well as the fact that in a hurried investigation at short notice it is quite likely that all the lands actually threatened by the Gurpur floods in which the first crop is not raised as a consequence, have not been included and so we stick to our affirmation that 20,000 acres of land, at least, will be benefited by the opening of the bar during the monsoons. Even assuming that only on 7,200 acres the first crop can be raised when the bar is opened and calculating on the basis that the gross produce per acre by raising the first crop will be 30 muras of paddy or 15 muras of rice, the loss of crop on these 7,200 acres per annum is one lac and eight thousand muras of rice or in round figures 4,000 tons, calculating on the basis that 27 muras weigh one ton.

The question is whether there will be any damage to the use of Mangalore as a port as a consequence of opening the Gurpur bar and also whether the boat traffic on the Gurpur river which now comes up to Mangalore Bunder Roadstead will be affected. We feel sure that there will be no such danger if proper precautions are taken and this matter will be explained to you in the course of the discussion that will follow our deputation. The Gurpur bar has been there even at the time of Tippu Sultan who has constructed what is known as the Sultan's Battery which is still standing as a historical monument. It is said that Tippu Sultan was planning to station a fleet in the estuary of Mangalore formed by the two rivers and he would never have contemplated such a venture if the efficiency of the Mangalore port or traffic on the Gurpur river was actually affected by the bar of the Gurpur river which existed then and subsequently too till about 1892. In any event, it is possible to construct a causeway over the sandspit opposite to the Sultan's battery, entirely on government poramboke land and line it with granite stones, so as to serve only as a sluice for the escape of surplus flood water during the heavy monsoons in the months of July and August, without opening or maintaining a permanent bar for the Gurpur river.

xx xx xx xx

P.T.O.

Extract of H.M.(P.W.)

"Secy. P.W.
I discussed this with the E.E. May be examined further."

M.B./23.4.

Regarding the opening of the Guntur river bar it is submitted that the matter has already been referred to the Chief Engineer, and his report is awaited. Extracts of the portion marked A on pp.1-2 c.f. and the minutes of H.M.(P.W.) on p.1 c.f. may bex taken and added to the main file on this subject.

D.A.
29.5.50.

From Sri
A.R.Venkatachari, B.E., M.I.E.,
(Ind)M.Am. Soc.C.E., I.S.E.,
Chief Engineer for Irrigation,
Chepauk, M a d r a s.

To
The Secretary to Government,
Public Works Department,
Fort St. George,
Madras.

-o-o-o

18/3/8

ד'א ד (ג)

Memo No. 1198 J/49-9 dt 2 8-50

Sub :- Srongn - S Kanara Dl. Opening of Gunpur river bar.

Ref :- From the CEPWD Lr. No 5956/49 B9 dated 20 6 50

The C E P W D is requested to expedite the submission of this report.

28 51

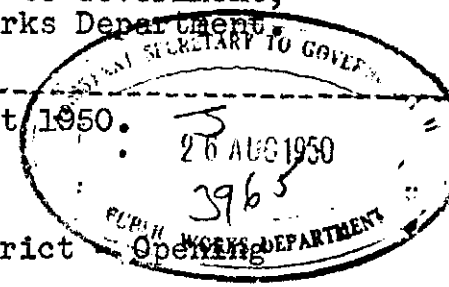
To.

The CEPWD } Srongn Br. }

From Sri
A.R.Venkatachari,B.E.,M.I.E.(Ind),
Am.Soc.C.e., I.S.E.,
Chief Engineer for Irrigation.
Chepauk, M a d r a s.

To

The Secretary to Government,
Public Works Department.



No.5986/49-B-11 dated the 18th August 1950.

Sir,

Sub:- ~~The~~ Irrigation - South Kanara District - Opening of Gurupur River bar -

Ref:-From Government P.W.D.Memo No.4798J/49-9 dated 2-8-50.

The Superintending Engineer's report is still awaited. He is being reminded to expedite it. On its receipt and examination a reply will be sent to the Government.

for CHIEF ENGINEER FOR IRRIGATION.

P.W.D(JD)

A.S.

A.R. Nil 30.9.50

OST COPY OF TELEPHONIC MESSAGE.

From the Presidency Port Officer, Madras.

To the Secretary to Government, Public Works Department, Madras.

No. 828 Gl/50-2 dated 25-9-1950.

Sub:-Irrigation - South Kanara District - Mangalore Port - Opening the Gurpur River bar - This office letter to Govt. No.828-Gl/50-1 ~~RxDxDxx~~ dated 29-3-50 suggesting that the Chief Engineer (Irrigation) P.W.D., may be asked for his opinion.

Request Orders.

Presidency Port Officer.

W.D.(J).

Memo. no. 4798 J | 49-10 dated 27-9-50.

Subj:- Irrigation - South Kanara Dist - Mangalore Pot - Opening of the Gurupur Ri...

Ref:- ~~Your~~ letter no. 828 gl. / 50-2 of 25.9.50.

The P.P.O. is informed that the report of the CEO in the matter is still awaited. and final orders of govt. will be issued on receipt thereof

27/9/50

27.9.50

PWD(J)

memo no. 4798 J/49-11 9 13.10.50

Sub: Irrigation - South Kanara District - Mangalore Port - Opening of Guruipur River bar.

The attention of the CE PWD(J) is invited to his letter no. 5986/49.B.11 9 18.8.50 and he is requested to state whether the S.E's report in the matter has since been received and if so when his report will be submitted to Govt.

P.W.D(B)

F.M.no 4798 J/49-129 24-11-50.

From The Asst. Secy. to govt. P.W.D.

To The Chief.

Subt: LA case No 43 Anse

Ref: Govt. Memo no. 4798 J/48-4 dt 13.10.50.

10/25/11

43 Anse.

Please expedite your report or say when it may be expected.

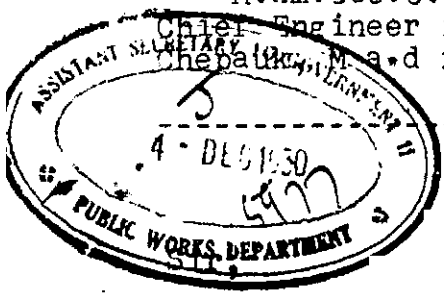
24/11/50

24.11.50

Photo.

A.R.Venkatachari, B.E.,M.I.E.(Ind),
M.Am.Soc.C.E., I.S.E.,
Chief Engineer for Irrigation,
Chepauk, Madras.

The Secretary to Government,
PUBLIC WORKS DEPARTMENT .



LETTER NO: 5986/49 B - 13, dated 28th November 1950.

Sub:- Irrigation - South Kanara District - Mangalore Port Opening of Gurupur River Bar .

Ref:- Govt Memo No.4798/J/49-11. dated 13/10/50.

The Superintending Engineer's report has not been received yet. He has been reminded to expedite it . As soon as it is received and examined, a reply will be sent to the Government

For Chief Engineer for Irrigation .

mts.30/11.

Copy of letter No. Nil, dated 20-11-1950, from the South Kanara District Advancement Association, Mangalore, South Kanara. to the Hon'ble Chief Minister, Government of Madras.

We have been making representations to the respective Hon'ble Ministers of your cabinet and the resolutions passed at the executive committee meeting of the association regarding those subjects are herewith submitted to you for your kind consideration. In view of the importance of the subject we request that early action may be taken in those matters.

1. Supply of electricity to South Kanara from Jog.

"Resolved that the Government of Madras be requested to begin work immediately in view of the very great need for electric power for developing the district (both as regards increase of food grains and also its industries).

2. Opening of the Gurpur River Bar.

"Resolved that the Director of the Poona Research Institute be requested to visit Mangalore at a very early date."

Note.

The opening of the Gurpur Bar has been explained to the Hon'ble Minister for Public Works, who has very kindly inspected the site and recommended certain experiments to be conducted at the Poona Engineering Research Station, to know if it would affect the efficiency of Mangalore as a port if the Gurpur River Bar is opened. The opening of the Bar will bring under cultivation more than 20,000 acres of land for the first crop, by preventing damage through floods during the rainy season and the food supply of the district will be automatically enhanced to the extent of 3,24,000 muras of rice in a year and make the district self-sufficient by a single act which will not cost the Govt. anything more than half a lac of rupees at the utmost It is necessary that the Director of the Poona Research Institute comes at once and investigates so that the ryots can get ready the necessary seedlings of paddy to sow the fields in June 1951.

3. Soaring prices of straw.

"Resolved that the Govt. of Madras be requested to take early steps to prevent the use of straw for purposes other than cattle fooder and to provide substitutes for packing the exported tiles through the Forest Dept. such as thatching grass.

Note.

The Hon'ble Minister for Agriculture directed an enquiry through the Dt. Collector on our representation that the price of paddy straw was rising abnormally and to some extent the use of paddy straw as packing material for the large amount of tiles sent to Australia, Africa etc. was responsible. The Dt. Forest Officer undertook to offer facilities to the tile merchants to take thatching grass from forest reserves, and this grass is usually a source of danger to the state forcasts on account of jungle fire. It does not appear as if the tile merchants have taken advantage of this offer. On account of the late rains the paddy straw of the first crop is damaged and some pest has appeared in some places for the 2nd crop now existing on the fields. The price of paddy straw is soaring higher and higher and very soon plough cattle and milk cattle will both be short of fodder if early steps are not taken in the matter.

4. "Resolved that the alarming situation created by the soaring prices of daily necessaries of the people be brought to the notice of the Govt. of Madras and it be requested to decontrol all the necessities of life of the people.

5. "That the Govt. of Madras be urged to take up once again with the Govt. of India the vital necessity to this district of the

the Railway link with Hassan (Mysore State)

Note.

Representations about this subject as well as the necessity of opening of a roadway on the Nethravathi bridge was made by one of t.. undersigned to H.E. The Governor of Madras during his interview with H.E. at Mangalore early last month. Copy of ~~his~~ letter to H.E. is submitted herewith for your kind persual andfor necessary action. The District B.Board S.K. and Dt. Board of Hassan and Shimogga appear to have all passed resolutions urging upon the reppective State Governments to move the Dominion Govt. in this matter

It is therefore earnestly requested that the Madras Cabinet shoul.. get this matter investigated very early and move the Central Government in this matter as it will greatly add to the development and prosperity of a considerable part of the Indian Dominion.

Copy of petition dated 30-~~10~~-1950 from Rao Saheb P.R. Ranganatha Punja Hony. Secy. District Advancement Assosiation, Rama Bhavan, Codialbail, Mangalore. to ~~Maharaj-Shri~~ His Excellency the Governor of Madras.

May be kindly pleased to peruse this note on the two topics on which your Excellency is pleased to permit me to have an interview at Mangalore on 6th October, 1950, as it will enable me to fully utilise the time allotted for the interview and at the main issues that may arise during the discussion.

1. PROVISION OF A BROADWAY ON THE NETRAVATI BRIDGES:-

This topic has been agitating the public mind for over a quarter of a century and I myself f led a deputation before H.E. Lord Goschen, Governor of Madras in 1930. While the necessity for providing a road-way on this important railway bridge lying to the south of Mangalore has been always conceded, other adventitious circumstances have always intervened to prevent our achieving our object. After deputation waited on H.E. Lord Goschen in 1930, the cost was estimated at a little over a lac of rupees at that time, but it was dropped because for military reasons, the Central Government at that time was opposed to a combined road and railway bridge. This policy was later abandoned but World War II broke out. Just now it is very opportune to take up the question because from ten to fifteen thousand people will be benefited by providing vehicular traffic on this bridge. There are nearly forty tile factories and a large number of ~~x~~ weaving factories, cashew factories coffee curing works and other industrial and manufacturing concerns employing village labourers many of whom come from the villages lying to the south of Mangalore and beyond the Netravati river. It is convenient for them to live in villages and come to town for work. We have heavy rains during atleast four months in the year, and some of the labourers use the country boats and in the latest accident last year a boatful of workers, both men and women, about twenty in number were drowned. In the name of the poor labourers I appeal to Your Excellency to move in this matter with the Railway authorities and see if a road way b cannot be opened on the Netravathi bridge.

The town of Mangalore like many other big towns in the State of Madras, and elsewhere is rapidly growing. The old business centres were all verging on the borders of the estuary inside which the town has grown. There is no scope for expansion southwards or westwards and so the town has grown northwards and the old business centres are compelled to move northwards and thereby are losing contact with the waterways furnished by the two rivers that bound the town on three sides. After the roadway on the bridge is provided there is scope for the expansion of the town southwards and the old business centres touching the river will continue and derive a fresh impetus to become more active.

Your Excellency would be passing over the Baliapatam bridge in North Malabar before crossing over to South Kanara. It was at one time pointed out that the Netravathi bridge which was constructed and opened by Sir Arthur Lawley on 29th November, 1906, has become old. But this argument fails to impress when we consider that the Baliapatam bridge aforesaid is older and yet is now getting provided with a roadway for vehicular traffic and the work is just now in progress. This bridge is 2000 ft. long, while the Netravathi Bridge is only a little longer being 2600 feet. There is also this difference viz. that the Baliapatam bridge has to be fitted with cantilevers to be widened, whereas the Netravathi bridge is wide enough already. The cost of providing a roadway on the Baliapatam bridge has been estimated at about six lacs and odd and it may not cost half as much, as the Netravathi Bridge is already wide enough and requires no cantilevers, but mere surfacing for the roadway.

I am in correspondence with Sri B. Shiva Rao, brother of Sri. B.N. Rao, permanent Ambassador to U.S.A. and he has promised to take up this matter with the Hon'ble Sri N. Gopalaswamy Aiyangar. But if only Your Excellency should rivet attention on this much needed amenity particularly for the benefit of the poor working classes, Your Excellency will care their ever-lasting gratitude, as they can then come and go in city buses and continue to dwell in the suburban villages of Bangalore.

ARSIKERE-MANGALORE RAILWAY LINE: For the sake of ready reference to old records I have retained this name for my second topic of discussion with Your Excellency. Actually a portion of railway from Hassan to Arsikere has already been laid by the government of the State of Mysore and what remains is a line to by laid from Mangalore to Hassan, a distance of 108 miles.

This subject had engaged the serious attention of the government of Madras for a very long time. I learn that the District Board of Hassan (one of the eight districts of Mysore State and which touches South Kanara on the west) has passed a resolution only about three months ago to send a deputation to wait upon the Central Government to take up the construction of this Railway-line.

By G.O. No. 944 R. dated 6th November 1896, the Government of Madras Public Works (1896)Railway, Arsikere Mangalore Railway Survey, ordered that the plans, estimates, and report thereon be submitted with the remarks to the Government of India - Proceedings of the Board of Revenue Mis.No. 2366 Revenue dated 17th June 1896 - give figures of traffic for the two years 1894-1896 between Mangalore and Manzerabad, Mangalore and Charmady and Mangalore and Mercara and it was found that between Manzerabad and Mangalore traffic was far higher than in the case of the other two.

F.D. Fowler, Joint Secretary to Government Railway Branch while forwarding the papers to the Government of India stated that the distance of the Arsikere-Mangalore line was 137.29 miles (it has since been found to be only 133 miles) and the cost per mile for metre-guage was only Rs. 1,35.118.

In para 5 of the report submitted by the Madras Government to the Control Government it is stated that "H.E. the Governor desires to emphasize that the financial prospects of the Railway cannot be fairly judged by a computation of the traffic now existing. The difficulties of the road up the ghaut (viz., Shiradi ghat, the highest point being only 3200 ft. above sea-level) now force traffic which would take this route did facilities exist, to seek other lines of communication. The tile industry may be taken as an instance. There are several large factories in Mangalore which turn out tiles of excellent quality, for which a good demand exists in the interior; but none of this traffic comes up the ghauts or appears in the traffic returns owing to the difficulties of transport."

Para 6. "The suggestion contained in page 18 of the report now submitted, to construct feeder lines to koppa on the north and Siddapur on the south (and I would add to Mercara also) deserve careful consideration. Such lines (about 90 miles in all) would tap the whole coffee districts of Mysore and Coorg and would be of great benefit to the planting industry and would largely contribute to the earnings of the main line."

Para 7. " The report, plans and estimates are therefore submitted to Government of India with the opinion of H.E. the Governor-in-Council, that in spite of the low returns of 0.933 per cent on the estimated capital (supplemented, if possible, by the branches mentioned in para 6) is justified.

(1) by its immense importance to the Mysore State and to the planting industry; (2) by the advantages it will confer on the populous and fertile South Kanara District, now isolated from the outer world during a considerable portion of the year of unbridged

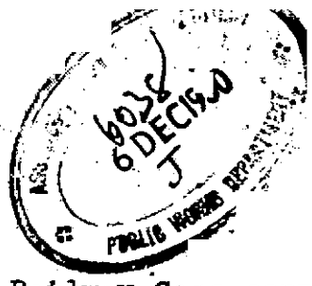
unbridged rivers intempting its communication both northwards and southwards, and by the fact that the harbour of Mangalore is unworkable for three months in the year; and (3) by the traffic that may be expected to develop when the line is constructed."

The actual survey was ordered in about 1900 and Mr.Groves, Chief Engineer in Mysore and his party were authorised by Government orders to enter upon all private lands also lying along the line for purposes of survey. I am unable to trace the report here but I am sure the Madras Secretariat will be able either to furnish copies of various reports compiled at this time from their own record room or get them from the head office of the Railway Companies and at least from the Delhi Secretariat.

It is natural to put to onself the question why a proposed railway line considered so important and valuable was not proceeded with. The revenues of the Mysore State prior to about 1915 always left an adverse deficit balance. Sir Mark Cubbon who had taken over the administration had made it over once again to Sri Chamarajendra Wodeyar, in or about the year 1885. I believe Sri Seshadri Iyer was then Dewan of Mysore and had then conceived of the brilliant idea of constructing the Markanve Dam, an irrigation project, which just helped the State to tide over a recurring crisis of a deficit budget. It was only after the year 1915 during the regime of Sri M. Vishweshwaraya and Sir Mirza M.Ismail that the Mysore State revenues improved so brilliantly by the launching of profit-earning schemes. Suffice it for our present purpose to surmise that a portion of this line lies in the Mysore State which could not be taken on hand easily. Any how the importance of connecting Mangalore with the outside world as pointed out in the covering letter of H.E. the Governor-in-Council was not lost sight of and the South Indian Railway was extended northwards beyond Calicut (Kozhikode) from Azikal to Mangalore and with the opening of the Netravati bridge in November 1907 as stated above, Mangalore, became the terminus of the S.I.R. railway. In the Government records this scheme is known as the Azhikal-Mangalore extension.

The question of laying the Aresikere-Mangalore line was not dropped. It would be found that on the estimate of one lac and thirtyfive thousand per mile of metre-gauge the distance of 108 miles from Mangalore to Hassan (in Mysore) would cost approximately one and a half crores of rupees. In or about 1912 the South Kanara District Board resolved to open this railway line and the Government came to its rescue by collecting a railway cess on land revenue in South Kanara at the rate of two annas in the rupee. The approximate gross land revenue of South Kanara nowis about 36 lacs and so the railway cess of two annas in the rupee intended for constructing the Arsikere-Mangalore line, brought in a revenue of about 4½ lacs a year and it is being collected from the ryots even now, but there is an interesting history connected with it.

If the railway cess had been accumulated and kept in deposit as a separate fund for extension or laying out of new railway lines in the district, during the period of at least 40 years that has since elapsed, one and three-fourth crores of rupees would have now been available. The District Boards prior to the passing of Local Boards' Act of 1920 consisted of nominated members and the Collector of the District was the president. After that date we have elected members. The South Kanara District Board constituted a Railway Cess Committee which by its proceedings dated 29th September 1925 resolved to utilise the amount collected as railway cess wtill then for paying off the loans obtained from Government in the years 1921 to 1925 mainly for meeting the cost of Gurupur Bridge Rs. 2,66,500, Addya Stream of Rs.2 ,000/- Repairs of bridgeRs.87.250, total 3,77,750 and as the investments of the present accumulations of the Railway Cess fetch much lower rate of interest than that payable by the District Board on the loans from Govt. in the financial interests of the Board all debts may be wiped off and the balance of the Railway Cess utilised in meeting half the cost of bridges, the other half being payable by Govt. Till then the Revenue Department had prescribed all alienations of land along the proposed Arsikere-Mangalore line and this prohibition was withdrawn..



The Railway Cess continues to be collected but it is now called Local Board Cess. Thus in the end of the Arsikere-Mangalore project was laid to rest by 1930.

Its importance now is very great (1) if this line is developed, people from Mangalore who have any business and trade connections with Bombay even travel by train, which they do now for part of the distance by bus (2) A large amount of imports which are distributed from Bombay to South India will have a short railway route from Bombay via Mangalore (3) The tile trade of Mangalore has developed beyond all expectations during the last 10 years and it exports tiles to East Africa and now it has captured the Australian Market. Tiles which were sold at Rs. 25/- per thousand are now sold at Rs. 180/- per thousand. Mangalore has become the chief export centre for cashew for the whole of India to outside countries and so also for coffee. At a rough estimate the export trade from Mangalore has gradually risen by atleast two to three crores of rupees during the last ten years so much so that the possibilities of developing Mangalore as a major port between Bombay and Cochin is agitating the mind of the Central Government. (4) It is said that there is iron ore near Arsikere, which can be worked as profitably as the Bhadravati Iron Works in Shimoga (5) This railway may help to open out the hidden mineral resources of the Malnad as well as its forest wealth, in a manner which may amply repay the cost of laying the lines.

In short, it is unnecessary for me to stretch my imagination and catalogue all the possible advantages of the proposed line. Even the opening up of the plantation areas of Mysore and Coorg by the proposed railway will by itself provide ample justification for bestowing a serious attention to this problem. The time also seems most opportune, as I learn that the Railway Department at the Centre is contemplating to draw up a list of schemes in order of priority, having exhausted the old list and I feel sure, this line will rank very high if it will not be given the first place itself in view of so much that has already been ever since 1896.

I have attached an eye-sketch to this note and beg to be excused for this detailed Note and its length which could not be avoided.

I beg to remain,
Your Excellency's most obedient servant

P.W.(B)

Please see the letter on pp. 1-3 ante and its enclosures on pp 5-12 above. Extracts of portions marked PW may be given to A.E.J & S Sections and the file passed on to Food & Agri. Deptt with reference other requests contained therein.

V.M.V.	S.K.	D.A.	T.V.N.
30-11	1-12.	1-12.	1-12.

P.W.D(J)

pp 47-49 Cs

Letter dt 20.11.50 from the South Kanara Dt. Advancement Assn. Mangalore South Kanara to the H.C.M.

2L/9/52

Note: No. 4170 J/49-1207 & 8 - 1250.

A' & B' on p 47 Cs

Extracts communicated to the Chief who is requested to expedite

Chief with a copy 'A' & 'B' on p 47 Cs

DS 11/5.

BM 7/52

1 JAN 51
PUBLIC WORKS

From Sri
A.R.Venkatachari,B.E.,M.I.E.(Ind)
M.Am.Soc.C.E., I.S.E.
Chief Engineer for Irrigation,
Chepauk, M a d r a s.

To
The Secretary to Government,
Public Works Department,
M a d r a s.

No. 5986/49-B-15 dated 28-12-50

Sir,

Sub:- Irrigation- South Kanara District- Mangalore Port- ~~Opening~~spring of Gurupur river bar-
Ref:- Government post copy of T.M.No. 4798 -J/49-12 dated 24-11-50.

The report called for from the Superintending Engineer, Coimbatore Circle is still awaited. He is being reminded to expedite it. On its receipt, a reply will be sent to the Government.

L Sundaram 28/12/50

For Chief Engineer for Irrigation.

pr.29/12.

29/12

P44 ans

P.W.D(J)

A.S.

A.R. will 5-2-51

2.1.51 2/1/51 2.1.51

P.W.D(J)

T.M. M.4792 J/45 1403-357.

From the Addl Secy to Govt. P.W.D
to the CEs.

Sub: Aron pb (ans).

Ref: your letter No. 5986/49.B15 pb/Cands
1284250.

Please expedite the submission of your report & say when it may be expected.

P.C. bfo

2.3.51

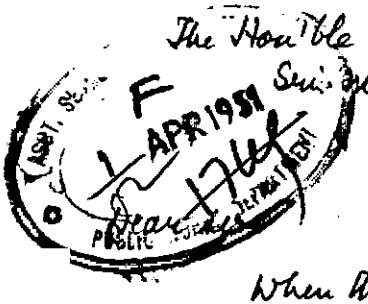
P. R. RANGANATHA PUNJA
Member, Board of Industries, Madras.

"Rama Bhavan"
CODIALBAIL, MANGALORE

Sec'y P.W.
file examined and put up
31/3

30th March 1951

The Hon'ble
Sri S. Bhaktavatsalam,
Minister for Public Works, Madras



Dear Sir,

When the Hon'ble Sri M. Tirumal Rao was in Mangalore in January, I mentioned to him the advantages of opening the bar of the Gurpur river, in regard to the Grow More Food Campaign. He was very much interested in it. Then he asked me if I had informed Mr. V.S. Hejmadi about it. I told him that you have visited the locality and as a result ordered experiments to be conducted at the Poona Research Station, to make sure that the opening of this river bar will not affect the efficiency of Mangalore as a port. I, however, told him that if a boat of the Cutter-Suction dredger working at the Cochin port could be got during the non-working at the Cochin port could be got during the non-working months of July & August, when it is idle, there would be no fear of opening the bar even this year, before the results are got from Dr. Joglekar of the Poona Research Station. He told me that I should write to him about it when he reaches Delhi and he would see what could be done. I did accordingly but got no reply till now. I would request you to address him on this matter and try to open the Gurpur river bar even this year.

2. May I know whether enough materials have been secured for supply of electricity from Jog to S. Kanara

and at what stage the work is? The Chief Engineer, Mr. Sundaram visited Mangalore for this purpose but I was out of station. I wish you could kindly arrange that the Department concerned gives previous intimation of the visit of officers to Mangalore, to me, as Secretary of the District Advancement Association, South Kanara so that we could know what is happening from time to time and also be of any help to them if necessary. Mr. V. S. Kudva is leaving on a foreign tour at the beginning of next month and may be away for about four months. You may remember that both of us alongwith others went on a deputation to Mysore in connection with this subject before the Govt. was pleased to sanction the scheme

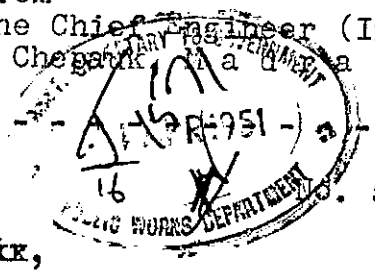
Yours faithfully

M Kanganamma Reddi

Telephonic Message by post.

From
The Chief Engineer (Irrigation),
Chepauk, Madras.

To
The Assistant Secretary to Government,
Public Works Department.



No. 5986/49 B-18. dated 10th April 1951.

Sir,

Sub:- Irrigation - South ~~Arcot~~ Kanara District - Mangalore Port - opening of Gurupur river bar.

Ref:- Your P.C. of T.M.No.4798-J/49-14 dated 3.3.51.

The report called for from the Superintending Engineer, Coimbatore Circle is still awaited. He is being reminded to expedite it. On its receipt a reply will be sent to the Government.

P.W.D(S)
A.R. 15-5-51

trm: 11/4/51

for Chief Engineer for Irrigation
11/4/51

64/2414 2 drafts Draft I

pp 63-64 cf

167 P.W.D(J).

From Sri P.R. Ranganatha Punja
Member, Board of Industries, Madras
letter to H.T.E(P.W) of 30.3.57.

Endt no.4798 J/49-15 dt 30-4-57.

para 1 in p 63 cf

Extract communicated to the C.E(J) for urgent remarks in consultation with the P.P.O.

He is also requested to expedite the submission of his report on the opening of the Guntur Junior bar, or say when it may be expected.

2) the Cdg? } with a copy to the P.P.O } copy of para on p 63 cf

7/4/57

7/4/57

12.4.57

See p 3 infra for Govt

Memo No. 4798J/49-16d 10-4-57

Sub: Electricity ~~Supply~~ Supply of
Jog power to South Kanara
Materials.

Refce: From Sri. P.R. Ranganatha
Punja, Member, Board of
Industries, Madras, D.O. letter
dated 30/3/1951.

An extract from the letter
cited is forwarded
to the CE(E) for remarks
~~with refce to the latest position~~
re materials.

9/4/57

9.4.57

To the CE(E)
With a copy of para 2
of the D.O. letter
Copy to S Section with file
& with this minute noted
on it

21/10 P.W.D(I)

M. No. 4798-I/49-1/9382-57.

From the Asst. Secy. to Govt PW.D.
to the CE(I).

Sub: Irrigation- South Canara
Dn = Mangalore Port - Opening
of Gurupur river bar - etc.

Ref: your T.M. No. 5986/49.B.18
dt 10.4.57
Govt Endt No 4798/I/4
dt 20-4-57

Please expedite the
submission of your report
when it may be expected.

1/5/57 — 29/5/57

30.5.57

55409 POST COPY OF TELEPHONIC MESSAGE.

From
The Chief Engineer (Irrigation)
Chepauk, Madras.

To
The Secretary to Government
Public Works Department

No.5986/49 B-20 dated 15-6-51.

Sub:-Irrigation - South Kanara District-Mangalore Port - Opening of Gurupur River Bar.

Ref:-Govt. P.C. of T.M. No.4798 J/17 d/30-5-51.

The report called for from the Superintending Engineer, Coimbatore Circle has not been received yet. He is being reminded in the matter. As soon as it is received and examined a reply will be sent to the Government.

PWD(J)

A.R. 16/6

TSS. 16/6

FOR CHIEF ENGINEER FOR IRRIGATION.

16/6/51

MA 16/6

P.W.D(J)

D.O. No. 4798 J/49-18 dated 28th July 1951.

My dear Narayanaswamy Iyer,

Sub: Navigation - South Kanara District - Mangalore port - Opening of Gurupur River bar

I am to state that in Nov. 1949 a reference was made to the CE(I) on the above question and his report in the matter is still awaited. Reports received from the CE(I) for indicate that he has been awaiting your report in the matter since January 1950. As the matter has been pending since [illegible] Nov. 1949, I am to request you to look into the matter personally and see that your report to the CE(I) is submitted

PTO

M. Sabha's report on P71CK

Will ask on phone

2/ 14

at an early Date ~~expeditiously~~, if it ~~is still pending~~ has not already been sent ~~with you~~

y. S.

To

Sri. O.R Narayanaswamy

S.E., P.W.D.,

Coimbatore circle.

Coimbatore

Copy to the Chief

One Re

DEPUTY SECRETARY TO GOVERNMENT
2-AUG1951
PUBLIC WORKS DEPARTMENT

Office of the Superintending Engineer, P.W.D.
Coimbatore Circle, Coimbatore.

D.O. 1829-M Dated 31-7-51

ASSISTANT SECRETARY
2 AUG 1951
PUBLIC WORKS DEPARTMENT

67778

Dear Mr.Gopal Menon,

Sub: IRRIGATION - South Kanara District - Mangalore Port opening of Gurupur bar.

Ref: Your D.O.No.4798 J/49-18 dated 25.7.51.

The report furnished by the Executive Engineer South Kanara Division was found to be incomplete. Hence the Executive Engineer is being asked to submit the disposal in a complete shape. I shall submit the disposal to the Chief Engineer Irrigation immediately on receipt from the Executive Engineer.

Yours sincerely,

ORNarayanan
31-7-51

P.W.D(I)

To
Sri M.Gopal Menon, I.C.S.,
Deputy Secretary to Govt.,
P.W.D.,
MADRAS

A.R. Nil 3.9.51.

54/14/9

P.W.D(J)

Memo. M. 4798 J/49-19.9 11-9-57.

Sub (As on p 75 ante).

Ref: From the S.E., Coimbatore circle
D.O.M 1829.M 9 31.7.57

p 75 ante

The S.E., Coimbatore circle is requested to state whether he has since submitted his report to the CE on the matter and if not when it will be done

To the S.E. P.W.D.
Coimbatore circle.
Coimbatore.

Copy to the CE.

DWS 8/9/57 - 3/9/57.

9.57

C.F. 22 (s)—#13,605—28-9-50

Public Works Department

From (Name) Sri O.R. Narayanaswami Iyer, B.E., I.S.E.

Designation

Station Superintending Engineer, Coimbatore Circle, Coimbatore.

Received ..... Registered .....

To

The Assistant Secretary to Government
Madras.

Enclosures:

No. 2383-M dated 3-10-1951

Sir,

Sub:- Irrigation - South Kanara District - Mangalore Polt. - opening of Gurupur bar.

Ref:- Govt. Memo 4798.J/49.19 dated 11-9-51.

A report has been submitted to Chief Engineer Irrigation in this office No.1651 I dated 17-9-51.

P.W.D(I.)

for Superintending Engineer
Coimbatore Circle.

tps/2/10.

P.W.D(C)

79

Memo. No. 4798-J/49-20 dt. 13-10-57.

Sanctioning South Kanara district - Mangalore Port - Opening of Gurupur bar.

Ref: From the CE(C) T.P. No. 5986/49-B-20 dt 15.6.57

From the S.E., Coimbatore circle letter No. 2383-M. dated 3.10.57.

In his letter read above the S.E. Coimbatore circle has reported that his report on the above matter has already been sent by the CE(C) in his office No. 1651/I dt 17.9.57. The CE(C) is requested to ~~therefore~~ ~~be pleased to submit~~ ~~to post in the matter~~ ~~of his report for Govt when it may be expected~~ note whether his report has been received by him and if so, when his final report in the matter may be expected.

To the CE(C)

11/10/57

5/5

11/10/57

13.10.57

From Sri
A.R.Venkatachari, B.E.,M.I.E.(Ind),
Am.Soc.C.E., I.S.E.,
Chief Engineer for Irrigation,
Chepauk, M a d r a s-5.
TELEG: RESUDABA.

To
The Secretary to Government,
Public Works Department,
Fort St. George.
M a d r a s.

SECRETARY TO GOVERNMENT
2-NOV 1951
93964
PUBLIC WORKS DEPARTMENT

Letter No. 5986/49 B.22 dated 27.10.1951.

Sir,

Sub: Irrigation - South Kanara District - Mangalore Port - Opening of Gurupur River

Ref: Government Memorandum No. 4798 J/49-20 dt. 13.10.51. 5 pages

The report of the Superintending Engineer, Coimbatore Circle received in his No. 1651 I dt. 17.9.1951 is under scrutiny in this office. A final reply in the matter will be sent to the Government shortly, if no further reference to the local officer is found necessary.

PWD(J)

for Chief Engineer for Irrigation.
31/10/51

~~S.K.27/10~~ AS.

AR. Ill 5.12.51

5/11/51 5/11/51 5-11-51

83 PWD(J)

98/B12

T.M. no. 4798 J/49-21 of 11-12-D

From the Asst. Secy. to govt. PWD
to the CE(I)

Subj: Designation - South Kamara Road
- Manpakur Road - Extension of
Guwahati Rivie bar.

I & I C & Ref: your letter no. 5986/49-B.2
of 27.10.50.

Please expedite the
communication of your report or say
when it may be expected.

10/12/50

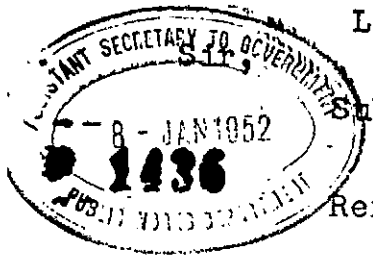
11/12/50

From

R.Venkatachari,B.E.,M.I.E.(Ind)
M.Am.Soc.C.E., I.S.E.,
Chief Engineer for Irrigation,
Chepauk, Madras.

To

The Secretary to Government,
Public Works Department,
Fort St. George,
Madras.



Letter No. 5986/49 B-23 dated 28--12--1951.

Sir,

Sub:- Irrigation - South Kanara District - Opening of Gurupur River bar -

Ref:- Govt. Memo No. 4798 J/49-1 dated 16-11-1949. p1 to 4
Govt. Memo No. 4798 J/49-5 dated 17-2-1950. p4 and 5
Govt. Memo No. 4798 J/49-7 dated 10-4-1950. p5 and 6
Govt. Endt No. 4798 J/49-13 dated 8-12-1950. p6 and 7
Govt. Endt No. 4798 J/49-15 dated 20-4-1951. p6 and 8

With reference to the Government communications quoted above, I forward herewith a copy of letter No.1651 I dated 17-9-1951 from the Superintending Engineer, Coimbatore Circle together with a copy of letter No.1946 GL/51-1 dated 4-6-1951 from the Principal Port Officer on the subject for the information of the Government. I endorse the suggestion of the Port Officer and consider that as the proposal is for a new cut. it is good to study on models laid out to study Mangalore Port.

Encls.
1)Copy of Suptg.Engr's letter and its enclosures.
2)Copy of Port's Officer letter and enclosures.
J.K.2/1

for Chief Engineer (Irrigation)

Enclosure:-

Copy of letter No. 1651 I dt. 17-9-1951 From the Superintending Engin Coimbatore Circle, To the Chief Engineer for Irrigation, Madras.5.

Sub: Irrigation - South Kanara District - Gurpur river - opening of a bar - report on - submitted.

Ref: (1) Your Endt.No.5986/49.B.1 dated 29.11.49.
(2) " " 5986/49.B.2 dated 21.12.49.
(3) " " 5986/49.B.5 dated 20.3.50.
(4) " " 5986/49.B.8 dated 11.5.50.
(5) " " 5986/49.B.17 dated 4.1.51.
(6) " " 2394/51.B.2 dated 23.5.51.
(7) " " 5986/49.B.21 dated 16.6.51

With reference to your Endt. numbers cited above, I have to state as follows:-

2. The request of the South Kanara District Advancement Association, Mangalore is for opening a new outlet to the sea for the Gurupur river about a mile to the North of Sultan's Battery in order to dispose off the flood discharge and thus prevent submersion of valuable lands to an extent of 20,000 acres upto and beyond Gurupur town. The Association had complained that at present due to flood havoc, the first crop of paddy is not raised in the area and that a second crop alone is raised. The association feels, that if a separate bar is opened for the Gurupur river, the flood havoc can be minimised, and as much area as possible can be brought under first crop cultivation without submersion and damage to crops during the flood season.

3. I enclose a Blue print copy of plan S.K.No.4/1950 showing the Gurpur and Netravati rivers and the site of the proposed bar to be opened for the Gurupur river, On a reference made by the Executive Engineer, South Kanara Division, the Collector of South Kanara has stated, that the proposal to open a separate bar to the Gurupur river requires consideration on the following aspects:-

1. The G.M.F. Value of the proposal.
2. Whether the opening of a bar to the Gurupur river will cause silting and hinder navigation.
3. Whether there were 2 bars formerly, to the back-water formed by the Netravathi-Gurupur river.
4. Whether, opening of a separate bar will have any bearing on the proposal to convert Mangalore port into an all-weather port.

I enclose a copy of the Collector's D.Dis.No.11202/50 dated 10.8.50 dealing with the above 4 points in detail. The Collector expects, that an area of nearly 6198.71 acres, which is now adversely affected by the floods in the Gurupur river, can be saved from the floods, if a bar is opened in the Gurupur river, and an additional annual production of food crops to the tune of 2000 tons of rice can be expected. Hence the Collector has recommended the proposal from the point of view of the G.M.F. aspect.

4. I forward herewith the gauge readings observed at the site of the proposed Gurupur bar and Netravati river mouth during the period from 18.6.50 to 30.9.50 for favour of your perusal. From an examination of the water readings of the two of the two rivers, it is seen, that the maximum of the lowest in a week of high readings for the Netravathi is 93.11 (24-7-50 to 30-7-50). Similar reading for the Gurupur river is 94.26. A period of a week has been taken into account, as appreciable damage to wet crop will occur only if the period of submersion exceeds this limit. For the flood in the Gurupur river which gave a level of 94.26 at present, if the had been opened, the level might have gone down to 93.11 i.e., the one obtained in the Netravati. The area, that will be sav from submersion will be the belt of land from 93.11 to 94.26

this will be near the bar. As we go inland, the width of the above belt will get reduced on account of the surface fall in the river. In the circumstances I feel, that by opening a new bar for the Gurupur river, the reduction in the flood level may be only 1.1 ft. Even if the bar is opened, it is likely that it will close up again, and unless dredging is continuously done, it may not be possible to keep the bar open. Further, if the Gurupur bar is opened, the back water connecting the two rivers which is at present navigable may tend to silt up and interfere with the existing navigation facility.

5. As the Research station at Poona is at present undertaking experiments for the improvement of the Mangalore Harbour, the Director of the Station may, if considered desirable, be asked to examine also the feasibility of opening the Gurupur bar and decide upon the protective works that would become necessary to maintain the regime of the connecting channel and river mouths.

Copy of South Kanara Collector's Letter No.D.Dis No.11202/50 dated 10.8.50 to the Executive Engineer, South Kanara Mangalore.

Sub:- Food Production: South Kanara - Mangalore Taluk - open. of a bar to Gurpur River - Remarks.

Ref:- Your letter No.1708.M. dated 27-5-1950.

In connection with the proposal to open a separate bar to the Gurpur River, the following aspects need be considered.

(i) The G.M.F. value of the proposal,
(ii) Whether the opening of a bar to the Gurpur River will cause siltation and hinder navigation,
(iii) Whether there were two bars formerly, to the back-water by Netravati Gurpur rivers,
(iv) Whether, opening of a separate bar will have any bearing on the proposal to convert Mangalore Port into an all weather port.

2. Point (i) G.M.F.Value:

I have intimated to you in my L.Dis.9055/50 dated 20-4-50 in reply to your letter No.1041.M.dated 4-4-50, that at present, the crop on an area of nearly 6198.71 acres is adversely affected on account of the floods in Gurpur River. If the proposal is to materialize there will be no floods and the yield on the above area will be normal. It is expected that the additional production of food crops will be to the tune of nearly 2000 tons of rice, annually if the bar is opened. So I hold that from the point of view of G.M.F. the proposal is worthy of being executed.

3. Point (ii) Navigation:

You have opined that the opening of the bar will cause siltation in the portion of the back-water between the two bars and that this will hinder the navigation between Mangalore and Gurpur. The question to be considered therefore is whether the siltation can be prevented by dredging and if so whether the cost of dredging will be more than the additional value of foodgrains. As is seen from your letter to the Superintending Engineer, the Port Officer has opined that dredging can be resorted to restore the navigational facility. The value of additional foodgrains per year will be Rs.250 x 2000 i.e., Rs.5,00,000. I presume that the cost of dredging will be far less than this amount. If that were so, the plea of siltation cannot stand in the way of the proposal. Besides, I very much doubt if at all the siltation is brought about if a bar is opened, for reasons stated below:-

4. Point (iii) : The existence of two bars formerly:-

I invite your attention to para 1 on page 13 of South Kanara District Manual (1894 Edition). The relevant extract is enclosed. As is seen from it, there were two openings to the sea from the back-water formed by the Netravati-Gurpur river. It is also said that the old maps at the beginning of the century also showed the existence of 2 out-lets. But significantly, the manual does not allude to the siltation caused, thus blocking the navigation facility.

5. One striking thing that has been mentioned in the District Manual is that the opening of a second out-let is a natural process. It may not be out of place if I mention here, that the effects of this natural process have to be examined by the experts before decision is taken to open the bar.

6. Point (iv) : All weather Port: This is also a point on which technical opinion is necessary.

Sd.Syed Ahmed,
Collector, South Kanara.

/True Copy/

Copy of para 1 on page 13 of S.Kanara District Manual (1894.Editi

---

At Mangalore, the Netravati effects a junction with the Gurpur river and both discharge the large volume of their combined waters into a backwater, forming a common estuary to the two rivers, and having a long spit of sand intervening between it and the sea. At present the openings from the back-water to the sea are two in number, one at the northern and the other at the Southern Extremity of the backwater, the latter having opened a few years ago at much the same place as old maps show the opening at the begining of the centuny. The tendency seems to be for the sourthern mouth to move northwards, and the northern to move Southwards till they meet, after which the single opening moves northwards till the stream of the larger rivew at the south again bursts a separate opening for itself.

Copy of letter No. 1946 G1/51-1 dated 4th June 1951 From The Principal Port Officer, Madras-1, To the Chief Engineer (Irrigation) Madras.

Sub:- Opening of the bar of the Gurpur river -
Ref:- Your letter No. 2394/51-B-1, dated 23-5-51.

I enclose herewith an extract (item xi) from the "Points for investigation", forwarded by me to the Director, Central Waterpower Irrigation and Navigation Research Station, Poona 1, in connection with the Model Experiments to be carried out for the port of Mangalore and suggest that the result of the investigation may be awaited.

Extract (item xi) from the "Points for investigation", forwarded to the Director, C.W.I & N. Research Station, Poona 1.

2. The points which are required to be investigated from the model are as follows.-

(xi) If it is found possible to maintain a channel through the present entrance as outlined in (vi) above, would it be detrimental to the port to (a) divert the ~~wxk~~ river Gurpur through the sandspit at Sultans Battery or (b) construct a spillway further north at Thannirbhave to carry off flood water during South West monsoon to prevent inundation of 20,000 acres of rich paddy lands.

....

(True copy)

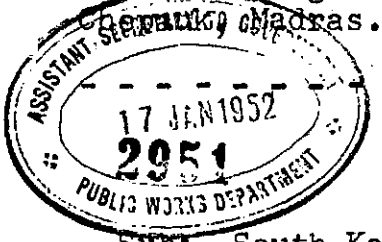
Senior Superintendent

EW
4

POST COPY OF TELEPHONIC MESSAGE

From
The Chief Engineer for Irrigation,
Chepauk, Madras.

To
The Secretary to Government,
Public Works Department,
M a d r a s.



No.5986/49B-23, dated 28th December 1951.

Sub:- South Kanara District - Mangalore Post - Opening of Gurupur River Bar.

Ref:- Govt.P.C. of T.M.No.4798 J/49-21, d/11-12-51.

A reply will be sent to Government shortly.

P.W.D.(I)

A.S

The CE has already submitted his report in this regard on p & S and. Ref p & S ltr. The report of the CE may be awaited till 20.7.1952, the file being closed now with all work owing for the date proposed.

for Chief Engineer for Irrigation.

4/1/52

4/1

P.W.D. (J.)

95

106/28.7

1Arising 61994

Memo: No 61004 J/52-1 dt 28.7.52

Sub: Irrigation - S. Kanara Dt - Opening of Gurupur river bar.

Ref: From the C.E.(I), Reg. No 5986/49-B-23 dt 28.12.51

P 25 (W) J/449-22

The attention of the C.E.(I) is invited to the reference cited and he is requested to state whether any report has been since received from the Director, Central Water Power Irrigation & Navigation Research Station, Poona, regarding the question of opening the Gurupur bar and other points of investigation in connection with the Model Experiments to be carried out on the question of improvement to the Mangalore Port

Con P 27 (W)

Ic PP 4-5 xg (W)

C.E.(I) 1/8/31/7

24/7/52

25-7-52

28/7/52

T. M. No 61004-J/52-2 dt 19.9.52

From The A.S. (P.W.D)

To The C.E. (I)

Sub - Irrigation - S. Kanara Dt - Opening of Kirupur river ba

Ref Govt Memo. No 61004 J/52-1

From Sri
A.R.Venkatachari, B.E., M.I.E. (Ind)
M.Am. Soc. C.E., I.S.E.,
Chief Engineer for Irrigation,
Chepauk, Madras 5.

To
The Secretary to Government,
Public Works Department,
Fort St. George,
M a d r a s.

-X-X-X

P.W.D (J-I)

3/12.12

T.M. No 61004 J/52 34 dt 15.12.52

From the A.S(P.W.D)

To the C.E.(I)

Sub:- Irrigation – S.Konara Dt – Gopenivi V
Suruputi river bar –

Ref:- From the C.E(I) 5986/Irg.B-24
dt 25.10.52

Please state whether an report has since been received from the Director, central water power, Irrigation and navigation, Research station, Poona in the matter and if so when your final report may be expected.

dt 10/12/52

Typist

PUBLIC WORKS DEPARTMENT.

From Sri
N.Padmanabha Ayyar, B.A., B.E.,
M.I.E. (Ind) I.S.E.,
Chief Engineer (Irrigation - II)
Chepauk, M A D R A S.5.

To
The Secretary to Government,
Public Works Department,
Fort St. George,
M A D R A S.

Letter No 5986/49-B-26 Dated 7/1/1953.

Sir,

Sub: Irrigation - South Kanara District - opening of Gurupur river bar.

Ref: Government Post Copy of Telephonic Message No 61004-J/52-3 P.W.D. Dated 15/12/1952.

I forward herewith a copy of letter No 179/6795 dated 1/11/1952 from the Director, Central Water & Power Research Station, Poona on the subject, for information of Government. In the circumstances stated therein, it will take some more months for the Director, Central Water & Power Research Station Poona to send his report on the results of the model experiments being conducted by him. On its receipt, it will be sent to Government.

Encl :- letter

T.S.R. 8/1

For Chief Engineer (Irrigation -II).
10/1/53

Copy of letter No 179/6795 Dated 1/11/1952 From The Director Central Water & Power Research Station, Poona To The Chief Engineer for Irrigation, Chepauk, Madras.5.

Sub: Irrigation - South Kanara District - Opening of the bar of the Gurpur river.

Please refer to your letter No. 5986/49-B-25 dated the 23rd October 1952.

A considerable amount of data still remains to be collected before model experiments can be started. The model construction is alsmot finished and we are starting some preliminary tests with the data available with us. I will keep you informed about the progress of model experiments in due course.

(True Copy)

B. C. Ramamurthy 15-1-53
Superintendent.

V.C.P. 8/1

13/1

H S.

Please see the C.E.W.'s report and its enclosures on file 7 / work.

The report was called for with reference to a Call Book entry on p 5 n.f. (W). As it is reported that it will take some more months for the Director of Central Water and Power Research Station, Poona, to send in the report added to the papers at (W) with a call Book entry against 15 6.53

19/1/53

19/1/53

21.1.53

P.W.D. (J)

Note

Memo No 4798J/49-1 P.W d 16.11.49

Sub: Irrigation - South Kanara Dt. - Opening of Guruput river bar ~~etc~~

Ref: Memorial presented by the village reconstruction committee and other ryots of S. Kanara to H.Pr and H.M (Agri) d. 25.10.49

An extract from the memorial cited is forwarded to the C.E., P.W.D for disposal.

15.11.49

12.11.49

To.

The C.E., P.W.D.
Irrgn Branch.
with copy of para ~~to~~ 1 on pp 3-4 cf.
(Copy forwarded)

Note:

Please see the memorial presented by the village reconstruction committee and other ryots of S. Kanara to H.Pr and H.M (Agri) on pp 1-4 cf. An extract of para 9 may be sent to the C.E., P.W.D. for ~~disposal~~ A draft memo. is submitted. After issue, the file may be sent to Rev., Food & Agri., and Dev: for necessary action on the requests contained in other paras (It is understood from the P.A to H.Pr that the petitioners have already met H.Pr and discussed the matter Vide also para 1 on p 4 cf)

15.11.49

14.11.49

Rev. (Agri)
F+A
Dev

Issued.
PWD No 4798J/49-2
19.11.49

22/11/49

R

ASST. SECRETARY TO GOVERNMENT
6218H
22 NOV 1949
DEPARTMENT

T.O.A.

The file has been sent to this dept with ref to para 1 on p 1 cf and para 8 on p 3 cf

para 1 on p1 CF:- In view of ✕ on p1 CF no action is called for on this reference.

2
5811/49
para 8 on p3 CF:- Under the existing orders land required for Communal purposes will not be assigned to anybody. Even ~~Goomas~~ pramboke not required for Communal purposes will be assigned only if there are no other lands available for grant in the taluk. No action is therefore necessary on this.

Reg. to be passed with Food and Agri Dept

B
29.11.49

F+A

V.S
F+A Agri

Rev U.O. 69218H/49
d. 2.12.49.

Food and Agri Dept (L)

FINANCE ASSISTANT SECRETARY TO GOVERNMENT
3 DEC 1949
5946
FOOD AND AGRICULTURE DEPARTMENT

A copy of this (memorial on p1-4 C. 2. has already been read in (✕ C.50810/49) this Dept. and necessary action is being taken. No separate action is therefore called for on this. This may be passed on to Dev Dept.

2 CM. 50810/49

(Send to Dev, Rev, P.W.D and Fin as No-1)

16/12/49

Dev

Dev 118465 E/49
12-49

Dev Dept

7 CA No. 59469/49

14 DEC 1949
5348

~~Para 7 on p3 CF~~

In memorials on pp 1-4 CF

A copy of ~~this~~ has already been received in this section and dealt with in CM No 113185E/49 as regards para 7 thereof. No ~~this~~ of separate action is called for on this in this Dept.

Reg to be returned to Public Works

P.W.D

12-12-49

12-12-49

P.W.D (J)

Dev No 118465E/49
14-12-49.

The C.E's report called for in the memo applte may be awaited till 15.1.50

Dredging of the Gurpur River Bar. The Secretary of the Advancement Association has also written asking whether this matter is under consideration. There is no doubt that it will save the paddy crops in the fields on either side of the Gurpur river from being affected by floods which are common during the monsoon time. It will become possible to raise the first crop in many of the low lying fields which are not at present cultivated on account of the apprehension of floods from June to September.

A.B.S.
30-10-50

Secy. P.W. May be examined. I would like to know the position.

M.B./2-11-

P.W.(J)

Para 2 above: A report has already been called for in the matter from the C.E.(I) and it is still awaited. On receipt, the question will be examined and orders issued. (An extract of the above minutes may be given to J section for being added on to the file on the question.)

T.V.N.
10-11-50

A.S.2 (a.i)

'K' (P.P. above) may be done. I suppose F section is not concerned.

D.A.
21-11-50

/True copy/

Superintendent 22.11.50
P.W.(S)

22.11.50

P.W.D.(J)

A.S.
Filed
A draft reminder to the CE(I) is submitted for approval

24.11.50

From Sri P.R. Rangam
letter to 4th (PW) of 3x

W.D.L.
1798J/49

"Secy. P.W:
May be examined and put up.
M.B/31.3.(51)"

Please see para 1 of the letter
at pp63-64 cf. on the question of opening the
Gurpur river bar. A report has already been
called for from the CE(I) and is awaited.
A copy of this para may also perhaps be
sent to the Chief for remarks. Draft
endt. below is for approval. After receipt of the
CE's reply the question of approaching India
7/4/51. for the loan of a Dredger to open the
Gurpur bar may be considered.

Regarding para 2 on pp63-64 cf
7/4/51 a draft memo to the CE(E)T
is also put up for approval.

9/4/51
9.4.51
17.4.51

[From the CE(I) no. 5986/498-23 57 28-(2-51)] pp 85-91

To AS

Please see the letter from the CE
and its enclosures on pp 85-91 cf.

In Oct 1949 the Village re-constructi
committee of S. Kanara requested inter-alia th
opening of the Gurpur bar to prevent salinisati
of valuable wet lands above. The CE(I)'s
remarks were called for on this. The State
Port Officer has reported that he has referred to
the Director of the Research Station at Poona
the question of opening the Gurpur bar, also
other points for investigation in connection

Ref. Endt. No. 1798J/49 dt. 31.3.51
Ref. Endt. No. 1798J/49 dt. 7.4.51
Ref. Endt. No. 1798J/49 dt. 9.4.51
Ref. Endt. No. 1798J/49 dt. 17.4.51
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work on model experiments to be carried out on the question of improvement of the Mangalore Port and that the results of the experiments may be awaited. The CE (D) agrees with CA

It is likely to take some time for the results of the experiments to be known this file may be recorded in a memo and a call noted against 15-7-52 to watch the further report of the CE (D) in the matter.

22/1/52 26.1.52 A.S. 28/1/52

798 J/49-22 of 30.1.52.
Recorded.

Memo No. 59406-J/53-1.d: 29.6.53

(C.B.E. 10/55)

Sub: Irrigation - S. Kanara Dt - Gurupur river bar - Results of model experiments conducted by the Director, Central Water and Power Research Station, Poona.

Ref: from the C.E (I) 11, Lr. No. 5986/49. B.26.d.7.1.53

p 101 c 6 (D)

The attention of the C.E (I) is invited to his letter cited and he is requested to state the present stage of the matter.

EO
27.6.53

29/6/53

To
The C.E (I)

The draft above is submitted with reference to the orders on p. 104 c. 7 (D).

29/6/53

P.W.D (JI)

Memo No. 59406 J/53-2 d. 25-8-53

Sub As on plinth

Ref Govt Memo No. 59406 J/53
P.W.d. 29.6.53

—x—

The C.E(1) JI is requested to expedite the submission of this report

Es
11/8/53

SE
11.8.53

EM
EE. D

To,
The C.E(1)J

G.F. 32 (a)—C. 184,468—15-11-52.

~~Public Works~~ Department

From (Name) Sri N.Padmanabha Ayyar, B.A., B.E.M.I.E.(Ind) I.S.E.,

Designation Chief Engineer(Irrigation-II)

Station Chepauk, Madras 5.

Received ——— Registered ———

To

The Director,
Central Water and Power Research Station,
P O O N A.

No. ~~5986/49 B-27~~, dated ~~15th~~ August 1953.

Sir,

Sub:- Irrigation - South Kanara - Opening of the bar of the Gurpur River.

Ref:- Your letter No.179/6795/ dated 1-11-1952.

S9406/53

I invite a reference to your letter cited and request you to let me know whether the model experiments on the question of improvements to the Mangaluru Part have since been completed and when the results of the experiments may be expected.

for Chief Engineer for Irrigation-II

14/8/53

TSR.13.8

Copy to the Secretary to Government, Public Works Department for information in continuation of this office letter No.5986/49 B-26 dated 7-1-1953.

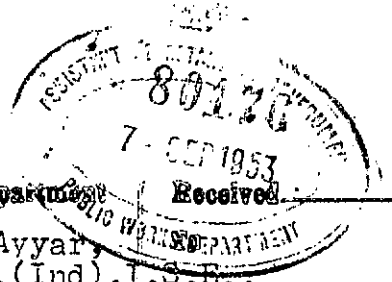
P.W.D(J1)

may be awaited till 5-10-53 The receipt of the further report

29.8.53

G.F. 82—14'67,000—31-8-52.

PUBLIC WORKS Department



Received Registered

From (Name) Sri N.Padmanabha Ayyar, B.A., B.E., M.I.E.(Ind), I.S.E.,
Designation Chief Engineer (Irrigation - II),
Station Chepauk, Madras - 5.

To The Secretary to Government, Public Works Department, Madras.

Enclosures:

No. 5986/49 B-28 dated 4th September 195 3

Sir,

Sub:- Irrigation - South Kanara - opening of the bar of the Gurpur river.

Ref:- This office letter No. 5986/49 B-27 dated 13.8.53.

In continuation of this office letter cited I forward herewith a copy of letter No. 179/5123 dated 25.8.53 from the Director, Central Water and Power Research Station, Poona on the subject, for information of Government.

4/9/53

for Chief Engineer (Irrigation - II).

Encl: Copy of letter from Central Water and Power Research Station.

cmj/4.9.

Copy of letter No. 179/5128 of 1953 dated 25.9.53 from the Director, Central Water & Power Research Station, Poona to the Chief Engineer, P.W.D., Irrigation - II, Chenauk, Madras.

With reference to your letter No. 5986/49 D-27 dated 13th August 1953, I have to state that the experiments for providing the verification of the model could not be started for want of accurate survey plan. Separate plans of the Gurpur and Netravati rivers supplied by the Executive Engineer, Mangalore Port showed serious discrepancies so much so that when both plans were connected together, the gap at the mouth of the Netravati representing the gut was absent. The discrepancies probably occurred due to lack of proper azimuth and trignometric control on the survey plans. I have recently received a corrected plan and the model is being relaid accordingly and the experiments will be started soon.

As some data is still awaited, I cannot say at this stage when the ~~experiments~~ experiments will be completed.

/true copy/

B. Chenna 1/5
SUPERINTENDENT.
Tom 49

cmj/4.9.

PWD:T3

To A.S.

Submitted for perusal

As it may take some more time for the director of Central Water and Power Research Station, Poonda, to send his report, the papers may be closed & filed with memo no 4798-T/49-22 dated 30.12.53 with a call noted against 15.12.53 for reminding the matter in the matter

8/12/53 24/12/53

30.12.53

P.W.J.1

no. no. 6403 J.54.1 dt 23.1.54

Irrigation South Kanara Gurpur river bar Results of model experiments conducted by the Director, central Water & Power Research station Poona

Ref. from the C.E. (I) no 5986 WB 28 dt 4.9.53

D.

The attention of the Spl C.E. P.W.D. is invited to the reference cited and he is requested to state the present stage of the matter

V. 22.1.54 22/1/54 23.1.54

PUBLIC WORKS DEPARTMENT

From Sri
A.R.Venkatachari, B.E., M.I.E.,
(Ind), M.Am. Soc. C.E. I.S.E.,
Special Chief Engineer P.W.D.
Chepauk, Madras 5.

To
The Secretary to Government,
Public Works Department,
Fort St.George, Madras.

Letter No. 2121/53-B-8 Dated 26th Feb.54

GOVT. OF MADRAS RECEIVED 1 MAR 1954 17549 PUBLIC WORKS DEPARTMENT

Sir,

Sub:- Irrigation (South Kanara) dredging of rivers-
Ref:- From Government P.W.D.Memo No.42690-J/53-1 d/31-12-53
-do- -do- 6403-J/54-1 d/27- 1-54
-do- -do- 42690-J53-7 d/16-2-54

I invite reference to my letter No.5986/49-B-28 dated 4-9-53 enclosing therewith a copy of letter No.179/5123 of 1953 d/25-8-53 from the Director, C.W.& Power Research Station, Poona. I have not heard anything from him so far. I am reminding him to furnish the particulars. On their receipt and examination, I shall submit my report to ~~him~~. Government

For Special Chief Engineer P.W.D.

pro.1/3

ToA.S- PW-V1

A file 20.4.54

123/B

P.W.D

Memo No 6403 I/SH-2 d. 26.4.58

Sub: Irrigation - South Kanara - Gurpur river bar - Results of model experiments conducted by the Director, Central Water and Power Research Station - Poona

Ref: From the Spl C.E., P.W.D Lr. No 2121/53-B8 d. 26.2.58.

N34

The attention of the Spl C.E., P.W.D is invited to his reference cited & he is requested to state when the report may be expected

Dy Sec 28/4/58

The Spl C.E., PWD (RD 24/5/58) 24/4/58

24/4/58

C.F. 32—10,50,181—11-49. 42998

Public Works Department

From (Name) A.R. Venkatachari B.E., M.E.E., (Ind,)M.Am.Soc.C.E., I.S.E.,
Designation Special Chief Engineer, P.W.D.,
Station Chepauk, Madras.

Received Registered

To

The Secretary to Government,
Public Works Department.
Fort Saint George, Madras.

ASSISTANT SECRETARY TO GOVERNMENT
28 MAY 1954
PUBLIC WORKS DEPARTMENT

Enclosures: No. 2564/54 B-1, dated 24th May 1954.

Sir,

Sub:- Irrigation -South Kanara District - Gurupur river bar - Results of the model experiments conducted by the Director, Central, Water and Power Research Station - Poona - Regarding -

Ref:- Govt. P.W.D. Memo.No.6403 J/54.2 dated 26.4.'54.

I have not heard anything from the Director, Central Water and Power Research Station, Poona regarding the question of opening the Gurupur bar and other points/investigation in connection with the experiments being carried out for improvements to Mangalore Port. I am therefore addressing him to let me know the present stage of the experiments. On receipt of his report, I shall inform the Government of the present stage of the matter.

25/5/54

for Special Chief Engineer, P.W.D.,
(Irrigation).

trm: 25.5.

25/5

P.W.T.

To A.S.

AR till 20.7.54

29/5/54

3.6.54

29/5/54

Public Works Department

From Sri A.R.Venkatachari, B.E.,
M.I.E.(Ind), M.Am.Soc.C.E., I.S.E.,
Special Chief Engineer, P.W.D.
(Irrigation), Chepauk, Madras-5.

To
The Secretary to Government,
Public Works Department,
Fort St. George, Madras.

ASSISTANT SECRETARY TO GOVERNMENT
21 JUN 1954
PUBLIC WORKS DEPARTMENT

Letter No. 2554/54 B-3, dated 17-6-54.

49202

Sir

Sub:- Irrigation - South Kanara - Gurpur river bar - Results of model experiments - Regarding.

Ref:- From Government P.W.D. Memo No.6403/J/54-2, dated 26-6-54.

In continuation of my letter No.2554/54 B-1, dated 24-5-54 I forward herewith a copy of letter No.179/4027 dated 7-6-54 from the Director, C.W. & P.R. station, Poona for the information of the Government.

T. V. Narayana Murthi. 18-6-54

For Special Chief Engineer, P.W.D.

Encl: 1 copy of Director's letter.

Rv.17/6.

Copy of letter No.179/4027 dated 7-6-54 from the Director of Central Water and Power Research Station , Poona to the Special Chief Engineer, P.W.D. (Irrigation) Chepauk, Madras.

With reference to your letter No.2554/54 B-2, dated 24-5-54 I have to state that after completing the construction of the model according to the corrected survey plans the reproduction of tides and waves in model was taken up. The entire period of one year has been divided into two seasons viz. fair weather and monsoon considering the upland river discharges, the tidal characteristics and the direction of waves.

The tidal characteristics at the out, the Netrawati Railway Bridge, Bajal on the Netrawati River and at Sultan's Battery and Maravoor on the Gurpur river in respect of their ranges, ebbing and flooding periods, time-lags etc. have been satisfactorily reproduced on the model, for freshet as well as non-freshet seasons. To reproduce these tidal curves, tidal curves at the operating station in the model have also been obtained for the various conditions. The size of the labyrinths for the Gurpur and Netrawati rivers has also been adjusted to get the correct reproduction of tides.

From a study of comparative data of soundings on the bar for the last four years, it appears that the bar deteriorates during dry season by about 2 to 3 ft. It is considered that waves in dry season are responsible for this deterioration. The prototype data shows that in this season the waves are of 3 to 4 ft. in height and about 20 to 30 seconds in period. Equivalent wave heights were reproduced in the model. A series of wave ~~experience-h~~ experiments has been carried out and it has been observed that there is a good agreement between the model and prototype regarding the formation of bar due to action of waves.

The flow conditions have also been observed in the model for the various conditions and the verification in this respect is also quite satisfactory. Similarly velocities have been observed at the corresponding sections for which the prototype data is available. This also shows a good agreement with the prototype observations.

A specific note covering all these significant points regarding verification of model is under preparation and a copy of the same will be sent to you as soon as it is ready.

The different proposals for the development of Mangalore as an all weather or a major port are under examination on the model. It is expected that most of the results of the various proposals will be available in about a year's time.

(Sd.) - - -
Director, CW & PR Station.

(True copy).

A.K. Ramanathan 18.6.54
SUPERINTENDENT.

P.W.J. The 19/6

Rv. 1//0.

To H.O.

Submitted for perusal.

In view of 'A' above, the papers may be closed and filed with memo no 4798 T/49-22 dt 30-12-52 with all noted against 20-11-1955 for reminding the matter.